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Approved For Release 2002/09/04 : CIA-RDP81B00879R001000120016-5

See
OXC 5399

Copy 5 of 5

13 AUG 1963

MEMORANDUM FOR: Deputy for Field Activities, OSA

SUBJECT: Chase Aircraft Policy

1. Attached find recommended chase policy memorandum and recommended wire.

2. For your clarification:

a. Reference paragraph 3.:

(1) ARC-50 ground station could be used to periodically interrogate A-12 thereby becoming a flight following aid.

(2) Discrete SIF/IFF is inherently a flight following aid.

(3) Special Operating Area (SOA) in local areas precludes itinerant traffic from observing A-12 in flight thereby relieving us of the necessity of a security chase.

(4) Increased A-12, AF-12 and R-12 chase using present policy will sorely tax F-101 availability.

b. Reference paragraph 5.:

(1) A rash of recent incidents indicates a possible laxity in full understanding of F-101 systems and a need for an increased emphasis on flying safety.

(2) It is extremely difficult to be truly proficient and meet all Air Force currency requirements in more than two aircraft and still do a creditable staff job. (We may be asking for a serious accident.)

DOCUMENT NO. 16
NO CHANGE IN CLASS. ☐

1. DECLASSIFIED

CLASS. CHANGED TO: TS S C 2012

NEXT REVIEW DATE: 1965

AUTH: HR 70-2

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(3) With advanced training missions and higher altitudes and speeds of the A-12, it becomes more difficult to keep sight of the chased aircraft.

(4) Increased reliability of A-12 hardware precludes close monitorship by chase aircraft. [redacted] is not sure in his mind of the duties of the chase pilot (re aircraft No. 123) but intends to review SOPs during his visit to [redacted]

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(5) We may be losing the necessary training that can be had from the 101 by using the available flying hours for unproductive chase rides.

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[redacted]
Chief, Operations Division, OSA

Attachments 2
as stated

25X1A C/OXC/OD/OSA [redacted] (13 Aug 63)

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ORIGINAL DOCUMENT MISSING PAGE(S):

Attachment missing